

GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible service

The responsible service for the provision of Air Traffic services in Islamic Republic of Iran is the General Director of Air Traffic Services of the Iran Airports & Air Navigation Company (IAC).

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The Services are provided in accordance with the provisions contained in the following ICAO documents:

Standardized Iranian Rules of the Air (SIRA)
Air Traffic Management/Air Navigation Services (ATM/ANS)
Manual of Air Traffic Services (MATS)

Doc 8168 - *Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS)*
Doc 7030 - *Regional Supplementary Procedures*

Differences from these provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

Air Traffic Services are provided for the entire territory of the Islamic Republic of Iran including its territorial waters as well as, airspace over the high seas within the Tehran FIR.

3. Types of services

The following types of services are provided by Tehran Area Control Centre (ACC):

- Flight Information Service (FIS) and Alerting Service (ALRS),
- Area Control Service.
- Radar Control Service.

With the exception of services provided at military air bases, the following types of services are provided, as appropriate, at aerodromes:

- Aerodrome Control Service;
- Approach Control Service;
- Approach – Radar Control Service;
- Aerodrome Flight Information Service (AFIS);
- Alerting Service (ALRS); and
- Automatic Terminal Information Service (ATIS), at certain aerodromes.

4. Co-ordination between the operator and ATS

Co-ordination between the operator and Air Traffic Services is effected in accordance with paragraph 2.16 of Annex 11.

5. Minimum flight altitude

5.1 The minimum flight levels on the ATS routes as presented in section ENR 3, have been determined as follows:

- a. A height of 1500 FT is added to the highest terrain within the width of the ATS routes for altimeter error.
- b. A height of 1000 FT is added to the figure in (a) above for terrain clearance.
- c. The figure resulted from application of the values under (a) and (b) is then rounded up to the nearest flight level. Charting accuracy will be considered.

5.2 The minimum obstacle clearance altitude (MOCA) on the ATS routes as listed in ENR 3, has been determined by adding 2000FT above terrain clearance on any segment of ATS routes.